

Performance Work Statement

Beech A200 Turboprop Pilot Training

The contractor is to provide initial and recurrent ground school, simulator and flight training to Commercial Practical Test Standards and Instrument Rating Practical Test Standards including Cockpit Resource Management training for FAA inspectors/pilots in the Beech A200 aircraft. The training hours specified in the price schedule are minimums. If the contractor's FAA approved training program contains less time than the specified hours, the contractor shall supplement their approved program with additional ground school/simulator/flight from the contractor's FAA approved training program as necessary to meet the solicitation requirements. The contractor may, within the limits of their approved program, delete company specific training such as employee/customer relations, filling out company forms, or other items not related to the students meeting the practical test standards and substitute additional solicitation required training.

The contractor must provide an FAA approved simulator that is configured as close as possible to match the FAA's Beech A200 aircraft. This is essential so as to allow minimal transition time for the students when entering the flight training portion of the course. The FAA's aircraft were built originally in the military C-12 configuration and subsequently modified and are now certificated as the Beechcraft A200.

Students attending training under this contract will present the contractor with a copy of FAA Form 4040-2, PILOT FLIGHT RECORD AND APPLICATION FOR CHECK FLIGHT, signed by the student's supervisor (see sample attached). The contractor's instructor shall complete the form and return it to the student. The completion of the 4040-2 form is required for satisfactory completion of both the initial and recurrent courses.

The contractor is to provide flight training/testing under this contract in a Beech A200/C-12 aircraft that will be furnished by the FAA. All flight training shall be conducted in accordance with the FAA A200 Turboprop Initial or Recurrent Training Syllabi (see attached). All instructors conducting training under this contract shall meet the minimum requirements to operate and instruct in FAA aircraft. The minimum flight hour requirement is 500 hours as multiengine instructor, 500 hours turboprop flight time, 200 hours turboprop pilot-in-command and a minimum of 50 hours as turboprop instructor time in the past 24 months. This is the same flight hour requirement for FAA personnel to operate Flight Standards aircraft. The contract instructors will be required to complete initial training and an annual flight check documented on FAA form 4040-2 and will be designated to the instructor job assignment on FAA form 4040-7 prior to assuming pilot-in-command duties in FAA aircraft. The contract instructors will be required to maintain a second class medical and meet the required flight currency as stated in FAA Order 4040.9

Both, the FAA and the contractor shall assume the risk of operating the government furnished aircraft as long as the contractor's instructor is following the appropriate course syllabus. The FAA will be liable in the event of an aircraft accident. The pilot in command of the aircraft will be the contract instructor. The students participating in the course will be under training and will not be pilot in command during the aircraft training flights.

When training FAA students under this contract, no training shall be conducted on weekends or federal holidays. No classes shall begin on a Monday (or the first day after a holiday) or end on a Friday (or a day just before a holiday) as these days are reserved for student travel. Training of FAA pilot/inspectors is not to be conducted between the hours of midnight and 6:00 a.m., including simulator/flight pre and post briefings. A maximum of four hours simulator/flight instruction per day or eight hours of ground school per day per inspector class is permitted. To maintain continuity between simulator/flight training sessions, the contractor is requested to minimize the switching of simulator/flight instructors between sessions.

When responding to this solicitation, the contractor is required to submit a copy of their FAA approved training program, along with any proposed supplemental additions/changes. **The copy of the approved program submitted must include a course syllabus, including proposed additions/changes, in sufficient detail to determine compliance with the minimum hourly requirements of the solicitation.**

The FAA will make every effort to enroll two pilots/inspectors per class. This will allow concurrent training at the captain and first officer positions during simulator/training device periods. It should be noted that the minimum required simulator, training device and aircraft times are per pilot/inspector. For example, during recurrent training, a requirement of 6 hours simulator time per pilot/inspector would mean a total of 12 hours of simulator required for a two pilot/inspector class. When the FAA enrolls one pilot/inspector per class, it is expected that additional supplementary training may be required. Supplementary training must be approved in advance on a case by case basis by the Contracting Officer.

FAA personnel do not ordinarily operate the aircraft in which they are rated on a regular basis. Therefore, it is necessary that they receive the most complete review possible when attending recurrent training. If the contractor's approved program allows for a partial review of systems and procedures during successive recurrent training periods, it is required that the contractor supplement their approved program to achieve a complete review for FAA pilot/inspectors during each recurrent course.

FAA personnel are usually performing other job functions prior to assignment to training and normally do not have time to devote to pre-course study. Additionally, due to circumstances beyond the control of the FAA or the pilot/inspector, a pilot/inspector may be assigned to training with short notice. If the contractor's approved program requires pre-course study prior to the trainee's arrival at the contractor's training facility, the contractor is required to supplement their approved course to allow for required pre-course study to be accomplished at the contractor's facility after the pilot/inspector's

arrival. Such ground instruction must either be classroom or computer based training in accordance with the General Training Requirements of the solicitation.